TEXAS-LOUISIANA PETROLEUM RECORD AND

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THE TRUTH AND NOTHING BUT THE TRUTH CONCERNING THE BEAUMONT FIELD AND OTHER SOUTHWESTERN OIL FIELDS.

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FLOWING WELL AT DAYTON

Higgins-Paraffine No. 4 Starts Off At 1400 Barrels From the 740-Foot Sand—Oil Is Twenty-Four Gravity and Is Being Run Into the Security Company's Line—New Well Is On a Ten-Acre Strip Immediately South of the Higgins-Paraffiine No. 2, Which Attracted Attention to Dayton Last April—The Texas Company, The Sun Company and Others Are Drilling In the Same Territory.

A fourteen hundred barrel well, producing 24 gravity oil, was brought in at Dayton on Tuesday, August 29th, by the Higgins Oil and Fuel Company and Paraffine Oil Company, joint owners, and is the first flowing proposition developed in the new district. It was drilled in ten days and is 746 feet deep.

When the strainer was set and the well was bailed on the afternoon of August 28, the oil went fifty or sixty feet in the air. The next morning the hole was washed out through a two and one-half inch pipe and at 11:30 o'clock bailing was started.

After five or six runs the well began to flow and for thirty-five minutes it was allowed to gush up into the derrick. The oil reached the seventh board, fifty-six feet from the top of the pipe. It flowed rather steadily, falling four or five feet at times, but gained strength, and when it was turned into the slush pit it was standing up in good shape.

It is a four inch well, and is finished with forty feet of coarse strainer. A finer strainer might have produced even better results. The sand in which the oil was found is said to be twenty to thirty feet in thickness and resembles a shale.

In none of the other wells drilled in this immediate territory has there been as much gas as appears in the Higgins-Paraffine No. 4 It is located on the same ten acre strip on which the first three Higgins-Paraffine wells were drilled.

The No. 1 well was a failure. It was located at the north end of the strip. The No. 2 was completed in April and has been producing fuel oil for the various rigs on the field. The third well was given up less than a month ago.

Well No. 4 is farther south than any of the other three, and is a little to the east. It is about as deep as the No. 2, but was finished in a different formation. The No. 2 well was completed in rock, so the drillers stated at the time. This well has never been given a fair show, but it has been put down as a hundred barrel producer, and could probably be made to yield this amount. The oil is different from that in the No. 4 well, its gravity being 17.1.

In appearance the product of the two wells is quite similar. It is dark green and has a yellowish tinge. The oil from the No. 4 is probably of better gravity than any heretofore obtained in such quantity from a shallow well in the Southeast Texas region. It has been the rule that the shallow sands have produced heavier oil than the deep sands in the Gulf Coast districts.

If this holds good at Dayton there may be developments of extraordinary interest to the refinery companies, some of which are said to be short of the lighter grades of oil obtained at Batson, Sour Lake and Spindletop—the word lighter being used to distinguish them from the heavy crudes of Batson, Sour Lake and Humble.

Dayton has been defined to some extent to the west, north, northeast, south and southwest. It is the popular opinion that the oil pool lies to the southeast. The Black Development Company drilled a test on the Jarvis tract, one west of the present development and got nothing. The Higgins people drilled a well on section 134 of the H. & T. C.—the flowing well is on section 119—and only recently quit drilling on the Haggerty league, about one mile northeast of the strip on which the No. 4 is locat-

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Southern Car Manufacturing and Supply Co.

BEAUMONT, TEXAS.

ed. In the Haggerty well, rock salt was found at 900 feet and the drill was stopped after penetrating this formation to a depth of 100 feet.

The Sun Company has a well about 1100 feet deep on the West Liberty Oil Company's seventy acre tract, 200 feet west of the ten acre tract on which the Higgins-Paraffine No. 4 is situated. The Sun also is drilling on the Quintette Oil Company's fifty acre tract, south and a little east of the Higgins-Paraffine ten acres. The well on the Quintette is more than 1700 feet deep.

Southwest of the Higgins-Parafine No. 4 on the Sturgis tract the Port Vernon Oil Company is down 965 feet, at which depth the drilling bit was lost. The Texas Company is drilling its second hole on a fifteen acre strip adjoining the Sturgis on the east, and located southeast of the Higgins-Paraffine No. 4. An accident at the first location caused this company to move over. The new well is east of the first one.

It is believed that the sand from which the Higgins-Paraffine No. 4 is producing has been cased off in the Sun Company's wells, which are close enough in to make it almost a certainty that they have gone through the same formation. They will be drilled deeper, but both are in shape to pull back and try for the 740-foot sand. The Higgins-Paraffine Companies will locate their fifth well on the ten acre tract just east of the strip on which the flowing well was drilled. Preparations are under way for drilling three or four new wells immediately, and by the middle of the month it is probable that a dozen or more locations will have been made.

Excellent Pipe Line Facilities.

The Dayton field is admirably located with respect to pipe line facilities. The Texas Company and J. M. Guffey Petroleum Company each has a six inch line from Humble to Sour Lake, passing six miles south of the new district. The Sun Pipe Line Company has a 6-inch line, connecting Humble and Sour Lake, which crosses the Deos farm, two miles south of the Dayton field.

The Security Oil Company, which made Dayton an objective point, has a six inch line extending almost on a bee line from Humble to Batson with a relay pumping station located on the Thomas N. McGowan farm, 4000 feet north of the Higgins-Paraffine well.

Connection has already been made with the Higgins-Paraffine tanks and the Security Oil Company is taking the oil.

Each of the lines from Humble to Sour Lake is approximately 53 miles long. The line from Humble to Batson is about 44 miles in length. It is seventeen miles from Humble to Dayton, and twenty-seven miles from Dayton to Batson. The Security Oil Company's line from Batson to Beaumont, via Sour Lake, is eight-inch, and is about thirty-seven miles long. The Texas, Guffey and Sun lines connect at Sour Lake with the six-inch lines to Beaumont, Port Arthur and Sabine. From Sour Lake to Beaumont the Sun people use the United Oil and Refining Company line, which they operate under lease. From Beaumont to Sabine the Sun operates its own line, formerly owned by the Lone Star & Crescent Oil Company. The Texas Company and Guffey Company lines terminate at Port Arthur, and the Security line at Sabine.

Surveying for Another Line.

The statement has been made that a survey is now being made for another pipe line from Humble to Batson, to tap the Dayton field, which is on a direct line between the other two points. The Higgins Oil and Fuel Company is mentioned as the projector of the new line. General Manager Wallis refused to affirm or deny the report. The Higgins-Paraffine Companies have a six inch line from Batson to Sour Lake.

The main line of the Southern Pacific railroad passes six miles south of the Dayton field. The town of Dayton, seven miles southeast of the field, is 35 miles from Houston and 49 miles from Beaumont. The new district is on the west side of Liberty County, which lies between Hardin County on the east and Harris County on the west. Humble is in Harris County, and Sour Lake, Batson and Saratoga are in Hardin County. The Trinity river is about eight miles east of the field. Galveston is sixty miles due south of Dayton. Galveston Bay extends to a point less than thirty miles south of the new district. The Trinity river affords facilities for transportation by barge.

Later Details From Dayton.

A report received from Dayton after the foregoing was written puts the production of the No. 4 well at 1200 barrels, indicating a slight falling off in the yield. The oil is being run into the slush pit and pumped into wooden settling tanks. Connection has been made with these by the Security Oil Company. No authoritative statement has been made as to the price paid for the oil, but it is said to be 22 cents. The Sun Company has lumber on the ground for another derrick. No water has appeared in the oil from the No 4.

AUGUST OUTPUT IN TEXAS-LOUISIANA DISTRICTS WAS A MILLION BARRELS UNDER THE JULY RECORD.

Production in the Texas-Louisiana districts declined a round million barrels in August from the July record. Estimates for last month make the total output 3,503,500 barrels, against 4,587,500 barrels for the preceding month. August was at least 2,000,000 barrels under the high mark reached in June.

The movement last month was 1,783,699 barrels, of which 31,[illegible]6 barrels went by rail from Jennings, 187,000 barrels by pipe line from Jennings to the Atchafalaya river, 818,000 barrels by rail from the Texas districts and 465,865 barrels by steamer and barge from Port Arthur and Sabine. Estimating the refinery consumption at 450,000 barrels and field consumption at 60,000 barrels, brings the total movement and consumption up to 2,293,699 barrels. This indicates a surplus for the month of 1,209,801 barrels.

Dayton Well the Most Important Development.

The most important development of the month was the completion of a flowing well at Dayton, the Liberty County district, which has been attracting attention since a 100 barrel pumper was brought in there last April. The new well is the No. 4 of the Higgins Oil & Fuel Company and Paraffine Oil Company, and was bailed in on August 29, showing a capacity of fourteen hundred barrels. The field is convenient to four pipe lines and is only six miles from the Southern Pacific railroad. If it proves a typical Southetst Texas pool, there is every reason to expect that production in this region will be restored to the high level which it attained earlier in the summer.

Humble Drops One Million Barrels.

Humble is responsible for the large decline in the output of the Southeast Texas districts. On July 31 the Harris County field was making 77,000 barrels. On August 31, one month later, it was credited with 47,000 barrels, a falling off of 30,000 barrels a day. The July output of the field was put at 2,700,000 barrels, and the August output at 1,700,00 barrels. None

of the new wells is large, and the effort to extend the producing territory to the east and north has been only partly successful. The wildcat well of Simms & Farish, northeast of the development, on the Mason farm of the Dunman, came in a dry gasser. It has been blowing a week and shows a very heavy gas pressure.

National's Freak Well.

The National Oil & Pipe Line Company's No. 1 well, on the Cherry, about 2000 feet southwest of the Simms & Farish well, came in a gasser and after blowing six or seven days, developed into an oiler, and has made as much as 4500 barrels in a day. It is a freak, however, and some days it goes "red," producing only an emulsion. Again it will stop entirely, and on being bailed will come in black. The Simms & Farish well is being allowed to blow in the hope that it will relieve the gas pressure in the sand and come in like the National well. If this should occur it would improve considerable territory to the northeast. The Ball-Carden wildcat on the Dunman, east of the Simms & Farish well, is "balled up." The pipe is twisted off and there seems to be doubt about recovering it.

Sharp Is Hard After New Production.

The most vigorous and energetic seeker after new production at Humble is W. B. Sharp, who has made a number of locations i noutlying territory in the last month. Two of his wells, the Moonshine-Producers No. 13 on the Moonshine 100 acres of the Dunman, and the Moonshine-Producers No. 14 on the Moore 55 acres, came in last week, but neither of the two was big. The No. 13 extends the territory to the northeast several hundred feet. The No. 14 is on the north side. It made about 500 barrels at the start, but soon dropped down. The No. 13 started at 400 barrels. The Moonshine-Producers Companies are drilling nine wells on the north and east sides, and the Moonshine and Drillers Companies are drilling one on the Fuller 10 acres. Twenty-two wells were drilling at Humble on August 31, and seven rigs were up.

Hoge & Reese Have Made Money.

On the west side, Hoge & Reese on the Weed, and Granberry & Smith on the Herman, continue to get an excellent production. It is probable that Messrs. Hoge and Reese have made more out of their production at Humble than any other firm or individual. They are now getting between 6,000 and 7,000 barrels, and their production has been above this figure for four months or more. All of their wells but one have been good producers. Granberry & Smith are taking out about 6,500 barrels a day. McKallip has been getting 3,500 barrels. The wells on the Echols, in the old oil town, are not large. Only two wells were producing on August 31—the Lovegrove & Moore and the Edgar wells. Each was doing a little better than 200 barrels.

Security Line to Batson Completed.

The Security Oil Company's line to Batson was completed last week. It is 44 miles long and touches the Dayton field. The pumps have not arrived for the Humble station. It is probable that the Security people will pump Dayton oil in preference to the Humble crude. They are now taking the output of the Higgins-Paraffine No. 4 at Dayton, which is about 24 gravity. The Humble crude is of inferior gravity, compared with the Dayton oil.

Prices Marked Up.

There was an improvement in price last month, all along the line. On August 21 the Texas Company posted an advance of 2 cents on Humble credit balances, making the price 20 cents. On the 23rd the Guffey Company raised its Humble quotations from 17 to 20 cents. On the 28th the Texas Company boosted the price 2 cents on all the districts, excepting Spindletop, on which it makes no quotation. The new Texas Company prices are 30 cents for Sour Lake, 24 cents for Saratoga, 23 cents for Batson and 22 cents for Humble. Contracts have been made at Humble in the last three weeks at 22 cents and some of the fuel oil buyers are paying as much as 24 cents at the wells.

Three Lines Carrying Oil to Sour Lake.

The Texas Company, the Sun Pipe Line Company and the Guffey Company are all piping oil from Humble to Sour Lake. The quantity handled through the lines of these companies is from 20,000 to 25,000 barrels a day. Rail shipments of Humble oil in August amounted to 725,654 barrels, of which 601,467 barrels went out over the Houston, East & West Texas from Humble station, and the remainder, 124,187 barrels, went through the Texas Company's pipe line to Trice and thence out over the International & Great Northern. The average daily movement by rail was 23,408 barrels.

All Texas Districts Show a Decrease.

There has been a decrease in production in all of the older Southeast Texast districts in the last month. Batson has tumbled from 11,500 barrels to 8,961 barrels, most of the decline being attributed to the falling off in the output of heavy oil from the Milholme tract. Saratoga had declined to 6,365 barrels on August 31, a decrease of about 700 barrels in a month. Sour Lake is credited with 6,810 barrels on August 31, against 9,210 on July 31. Spindletop is making 4,000 barrels.

Wells Completed at Humble in August.

Following is a list of the twenty-eight wells completed at Humble in August, with the number and location of each:

DeVore No. 2 on the Dunman.

Moonshine-Producers No. 11 on the Sharp four acres.

Mooshine-Producers No. 13 on the Moonshine 100 acres.

Moonshine-Producers No. 14 on the Moore 55 acres.

Moonshine-Producers No. 10 on the Sharp four acres.

Moonshine-Drillers No. 2 on the Fuller 10 acres.

National Oil & Pipe Line Company No. 1 and No. 2 on Lot 6, Block 2 of the Cherry.

Silverman Trustee No. 2 on Lot 8, Block 2 of the Cherry.

New Hope Oil Company No. 1 on Lot 11 of the Echols. Gasser.

Edgar No. 5 on Lot 11 of the Echols.

Higgins O. & F. Company No. 14 on Lot 3 of the Echols.

Simms & Farish No. 1 on the Dunman. Gasser.

Burt-McGaffey wildcat, one and one-quarter miles east. Dry.

O'Neil No. 6 on Lot 5 of the Cherry. Abandoned.

Brooks No. 4 and No. 5 on the Brooks 10 acres.

Reeves & Company No. 1 on the Teel.

D. R. Beatty No. 9 on the Echo's.

Queen Bee Oil Company No. 1 on the Isaaces two acres.

Moonshine No. 35 on the Dannenbaum.

Landslide No. 8 and No. 9 on the Dunman.

Sharp & Hughes No. 3 and No. 4 on the Echols.

Kirk Hamil No. 1 on the Echols.

Smith & Granberry No. 8 and No. 15 on the Echols.

Wells Drilling at Humble on August 31.

Following is a list of the twenty-two wells drilling at Humble on August 31 with the number and location of each:

Swayne & Edwards No. 2 on Lot 2 of the Cherry.

Underwood & Wood No. 1 on the Brooks 10 acres.

O'Neil No. 7 on Lot 2 of the Cherry. Twisted off.

Brooks No. 6, No. 7 and No. 8 on the Brooks 10 acre.

Ninety-Nine Pumping Company No. 7 on the Brooks 10 acres.

Esperson No. 4 on the Busch.

Ball-Carden No. 1. on the Dunman. Twisted off.

Hart No. 1 on the Adams.

Barbee & Company No. 1 on the W. L. Holmes. Artesian flow.

Moonshine-Drillers No. 3 on the Fuller 10 acres.

Moonshine-Producers No. 17 and No. 20 on the Sharp four acres.

Moonshine-Producers Nos. 8, 12, 15, 18 19 on the Harrell 10 acres.

Moonsine-Producers No. 16 on the Moore 55 acres.

Moonshine-Producers No. 21 on the Moonshine 100 acres.

Granberry & Smith No. 9 on the Herman.

Rigs Up on August 31.

Following is a list of the seven rigs up at Humble on August 31, with the number and location of each:

O'Neil No. 8 on Lot 2 of the Cherry.

Swayne & Edwards No. 3 on Lot 1 of the Cherry

Sharp-Hughes No. 5 on the Herman.

Big Hill O. & F. No. 8 on Strip 9 of the Weed.

Granberry & Smith Nos. 10 and 12 on the Herman.

One on the Echols.

SUMMARRY OF THE JENNINGS FIELD FOR AUGUST.

Two wells were completed in the Jennings field in August—Carnes, Bass & Benckenstein's No. 6, which was brought in during the early part of the month, and the West Virginia Oil Company's No. 2, drilled by the Morse Oil Company, and brought in on August the 26th. The C. B. & B. well was equipped with air and made from 2,000 to 6,000 barrels a day, until the 24th, when it went to salt water. The West Virginia No. 2 started off at 4,000 barrels, dropped to 400 barrels the second day, was revived with air and is now doing 1200 barrels of oil and about six times as much water. Four wells are drilling at Jennings and the Crowley Oil & Mineral Company is erecting a derrick on its property 2,000 feet north of development, near the company's earthen storage tank, and will shortly start on its No. 17. If this well should prove a producer it will extend the field very considerably.

Carnes, Bass & Benckenstein have incorporated the Evangeline Oil Company, and will operate their wells hereafter under that name. The pipe line to the Atchafalaya river delivered 187,000 barrels of oil from the Jennings field in August. Rail shipments from Jennings loading stations declined from 435,495 in July to 312,826 barrels in August. The falling off is due principally to the difficulty of moving freight as a result of the yellow fever quarantine. For a few days no freight of any character was dandled west from Jennings.

Stocks of oil in storage at Jennings were estimated on August 31 at 7,40,000 barrels. The production in August is put at 930,000 barrels, and as the movement was only 499,826 barrels there was an accumulation of more than 400,000 barrels. For awhile the production of the field in August was above 30,000 barrels a day. It dropped to 26,500 barrels and on the 31st was making 29,075 barrels.

E. A. Sterling has sold out his interest in the Phoenix Pipe Line and the Sterling Oil Company of Jennings to Judke R. E. Brooks. The Sterling Oil Company is now building a 150,000 barrel ground storage tank at Jennings and it is announced that four more will be built. Brooks & Woodworth are doing the work. The Morse Oil Company have ordered timber for a new derrick.

Summary of the Jennings Field.

Following is a summary of the Jennings field for July, giving the number of wells operated by each company, the daily production of each company and approximately what each obtained during the month:

Morse Oil Company.

No. 7 flowing 400 barrels.

Nos. 2, 8 and 12 pumping 700 barrels.

Production for the month 46,500 barrels.

Well No. 10 was completed several months ago, but a swab, two rope spears, a cable and some three-inch pipe were lost in the hole. They have succeeded in cleaning out the well and are washing it and hope to make it gush.

Crowley Oil and Mineral Company.

No. 11 flowing.

No. 10 operating with air.

Ten wells pumping.

Daily production 2,500 barrels.

Production for the month 110,000 barrels.

Derrick up for No. 17. Hincy & Smith have contract to drill same.

Producers Oil Company.

Pumping six wells, 625 barrels a day.

Production for month 19,000 barrels.

The Moonshine Company.

No. 5 operating with air, 2,000 barrels a day.

Production for month 60,000 barrels.

J. B. Tierce.

No. 5 operating with air, 2,000 barrels a day.

Production for the month 45,000 barrels.

No. 6 drilling. Six inch casing set August 21.

Jennings-Heywood Oil Syndicate.

Teter No. 1, pumping 50 barrels a day.

J.-H. No. 4, salt water.

No. 5 drilling—down 1800 feet.

Lovegrove & McIntosh.

Well No. 1 gone to salt water. Not operating.

Rex Oil Company.

Well No. 1 flowing 3,200 barrels a day.

Production for the month 115,000 barrels.

The Wilkins Company.

No. 2 flowing 3,000 barrels a day.

Production for the month 125,000 barrels.

No. 1.—Fishing job on hand.

No. 4, screen set—bailing commenced August 31.

Heywood Oil Company.

No. 4 flowing 6,500 barrels.

No. 2 pumping 250 barrels.

Production for the month 250,000 barrels.

No. 3 drilling. Part of four inch pipe was pulled and balance sidetracked.

Evangeline Oil Company.

Nos. 1 and 3 operating with air.

Daily production 3,000 barrels.

Production for the month 140,000 barrels.

Nos. 2 and 6 have gone to salt water and are not producing.

No. 6 was making 5,000 to 6,000 barrels a day by use of air and turned to salt water August 24.

G. B. Zigler.

Shultz No. 2 flowing 2,000 barrels a day.

Pumping two wells, 200 barrels a day.

Production for the month 68,000 barrels.

Jennings Oil Company.

Pumping four wells, 250 barrels a day.

Production for the month 7,500 barrels.

Chicago-Jennings Oil Company.

Pumping four wells in cluding Getty No. 1.

Daily production 200 barrels.

Production for month 6,000 barrels.

West Virginia Oil Company.

No. 2 operating with air, 1,200 barrels a day.

CARNES, BASS & BENCKENSTEIN ORGANIZE THE EVANGELINE OIL CO.

All of the Louisiana properties of Carnes, Bass & Benckenstein including leases, wells, machinery, power plants and oil in storage to the amount of 1,750,000 to 2,000,000 barrels in the Jennings field, a pipe line from that field to the Atchafalaya river, steel tanks and shipping facilities at Plaquemine, on the Mississippi river, and all contracts for the sale of oil, have been put into the Evangeline Oil Company, a New Jersey corporation, with an authorized capital of $1,250,000. The firm of Carnes, Bass & Benckenstein received $1,000,000 of the stock in return for the properties transferred, and the balance, $250,000, was subscribed at par. It was the intention of the organizers to call the new corporation the Delta Oil Company, but it was learned that this name had already been taken by an oil company. Evangeline is appropriate, inasmuch as the C. B. & B. pipe line passes through the Bayou Teche country, where Longfellow's heroine is supposed to have gone on a still hunt for her missing lover. The Postoffice at the Jennings field is also known as Evangeline.

General S. T. Carnes, of Memphis, Tenn., is president of the Evangeline Company; T. H. Bass, of Beaumont, is vice-president; C. H. Raine, president of the Mercantile Bank of Memphis, is treasurer, and L. F. Benckenstein is secretary. These with Carruthers Ewing, of Memphis; Mally Eastham, of Beaumont, and a resident of Jersey City, who was elected to comply with the New Jersey law, constitute the board of directors. The main office is located at Memphis, but the local office in Beaumont will be maintained as before.

THE OIL FIELDS IN AUGUST

Production of Southeast Texas Districts on August 31.

Field.	Barrels.
Dayton	1,300
Batson	8,961
Saratoga	6,365
Sour Lake	6,810
Humble	47,000
Spindletop	4,000
Total	74,436

Production of the Jennings District on August 31.

	Barrels.
Flowing and pumping wells	29,075

Port Shipments of Texas Oil in August.

Crude	465,865
Other grades	418,158
Total	884,023
Daily average crude shipments	15,028
Daily average other grades	13,489

Railroad Shipments of Southeast Texas Oil in August.

Houston, East & West Texas.

Loading Point.	Cars.	Barrels
Humble	2,466	601,467

Gulf, Colorado & Santa Fe.

Loading Point.	Cars.	Barrels
Saratoga	317	79,973
Beaumont	29	6,329

Kansas City Southern.

Loading Point.	Cars.	Barrels
Beaumont, crude	22	4,714
All points, refined	120	23,400

Southern Pacific.

Loading Point.	Cars.	Barrels
Sour Lake	4	883
Gladys (Spindletop)	1	144
Beaumont	2	311

International & Great Northern.

Loading Point.	Cars.	Barrels
Trice (The Texas Co.)	541	124,187

All Crude Shipments by Rail.

Loading Point.	Cars.	Barrels
H. E. & W. T.	2466	601,467
Southern Pacific	7	1,338
G. C. & S. F.	346	86,302
K. C. S.	22	4,714
I. & G. N.	541	124,187
Total	3,382	818,008

Daily average movement	26,387
Daily average port shipment	15,028
Total daily average movement	41,415

Railroad Shipments of Jennings Oil in August.

Loading Point.	Cars.	Barrels
Jennings station	565	132,116
Mermentau	548	113,810
Egan	305	66,900
Total	1418	312,826

Deliveries of Jennings Crude to Plaquemine in August.

	Barrels.
By pipe line and barges	187,000
Railroad movement Jennings oil	312,826
Total movement	499,826

Daily average movement Jennings crude	16,123
Daily average movement Texas crude	41,415
Total daily average movement	57,538
Total crude movement for the month from Texas-Louisiana districts, barrels	1,783,699

Estimates of Production for the Month.

Humble	1,700,000
Batson	301,000
Saratoga	210,000
Sour Lake	235,000
Spindletop	124,500
Dayton	3,000
Jennings	930,000
Total	3,503,500

Movement and Estimated Consumption.

	Barrels.
Rail-and port shipments	1,783,699
Refinery consumption	450,000
Field consumption	60,000
Total	2,293,699

Amount Going Into Storage.

Estimated production	3,503,500
Movement and consumption	2,293,699
Surplus production	1,209,801

ESTIMATES OF STOCKS OF OIL ON HAND AUGUST 31.

Humble	5,988,000
Jenning	7,400,000

CRUDE PRICES.

Quotations on Credit Balances as Posted by the Pipe Lines.

J. M. Guffey Petroleum Company.

Humble	20 cents
Batson, 22 gravity or better	26 cents
Batson, under 22 gravity	20 cents
Saratoga	22 cents
Sour Lake	26 cents
Spindletop	30 cents

Above prices posted August 23, 1905.

The Texas Company.

Batson	23 cents
Saratoga	24 cents
Sour Lake	30 cents
Humble	22 cents

Above prices posted August 28, 1905.

These prices do not represent the figures paid for oil delivered under contract for a term of days to the refinery companies, except in the case of the heavy oil at Batson.

Field Statistics for August.

Jennings—Two wells completed; 4 drilling; 1 rig up.

Humble—Twenty-eight completed; 22 drilling; 7 rigs up; 1 abandoned; 1 gasser, 2 dry.

Batson—Two completed; 2 drilling; 3 rigs up.

Saratoga—Two completed; 5 drilling; 1 rig up.

Sour Lake—None completed; 7 drilling; 2 rigs up.

Spindletop—Three completed; 3 drilling; 1 rig up.

Dayton—One completed; 4 drilling; 2 rigs up.

REVIEW OF OPERATIONS IN THE OLDER SOUTHEAST TEXAS DISTRICTS.

Batson production in August was 9,000 to 9,500 barrels a day. New wells were completed during the month as follows: Higgins Oil & Fuel Company, one pumper, good for 100 barrels; Browning & Company's No. 3 and No. 4 on the Paraffine thirty acres, good for 150 and 100 barrels respectively; Ada Belle Oil Company, one very small pumper on the Armstrong lease; Thrasher & Brown, on the Jackson tract, south of the Milholme, a 150 barrel pumper; Brice & Bradley, southwest of the field, a dry hole; R. L. Autrey No. 4, blow-out at 900 feet, and abandoned. Wells are drilling as follows: J. M. Guffey Petroleum Company, one; F. M. Gilbough No. 3, on strip 8 of the Milholme; R. L. Autrey No. 5, on strip 8 of the Milholme. Rigs up: E. G. Christian & Company's No. 7; Ada Belle Oil Company's No. 5. Jack Ennis and others will drill a well three-quarters of a mile northwest of the field. Prices last month on contracts varied from 30 to 32 cents for light oil.

Spindletop.

Spindletop is averaging about 4000 barrels a day. The runs for the month of August, in round figures, were about as follows: Sun Pipe Line Company, 70,000 barrels; J. M. Guffey Petroleum Company, 33,000 barrels; National Oil & Pipe Line Company, 19,000 barrels (including about 4000 barrels from the Higgins Oil & Fuel lease operated by Mike Kissick); Heywood Oil Company, 2500 barrels. Total 124,500 barrels, or about 4000 barrels a day. The Higgins Oil & Fuel Company's property is leased to the Heywood Oil Company, Mike Kissick and G. W. Armstrong. The Heywood Company's lease dates from the early spring of 1901, and was originally a fifty per cent royalty lease. It was reduced to a one-eight royalty basis this year on condition that the Heywood Company would drill some new wells. The nrst of these was a failure, and the second has just been completed and put on the pump. It looks like a fifty barrel producer. Kissick leased the old Higgins wells and has had fair success developing the shallow sand in them. Armstrong has drilled two wells on the north side of the property. The first was good for 100 barrels at the start, and is now making between 75 and 100 barrels. The second has been put on the pump and is a small producer. C. E. Burrows has just completed a

pumper on the Keith-Ward. J. F. Maxwell has a new well on the Lone Acre. It will make from 50 to 75 barrels. The older wells on Spindletop are about played out, as a rule. A number are being operated for less than ten barrels a day. What was once a good flowing well in a productive portion of the field is now making one barrel a day. The larger part of the output at present comes from wells on the west side, in the flats, from block 30, in the Keith-Ward, and from the several new wells in different sections of the field. The Guffey Company is rigging up to drill on the west side, near Nelson's wells. Some buyers are offering 36 cents on contracts this month. The price last month was 34 cents on contracts.

Sour Lake.

There is little to be expected in the way of improved production at Sour Lake, unless the deep sand developed by the Terry well on the east side should prove productive. Light oil is in demand and as the samples from the Terry well showed up 30 gravity or better it is probable that the refining companies will encourage activity in this territory. Bass & Benckenstein have started a well on the Oliver tract, adjoining the piece on which the Terry well is located. The Terry people are working on their well, and are drilling a two and one-half inch hole. The J. M. Guffey Petroleum Company has started to excavate for a 300,000 barrel earthen tank. It is stated that this new tank will be used to relieve the situation at Humble, where the Guffey Company has more than 3,500,000 barrels of oil in storage.

Saratoga.

Things are dull at Saratoga. It is reported that the Producer's Oil Company will drill a deep well on the Alvey tract, with the expectation of going 2000 feet. The Producers' Oil Company completed a 250 barrel well on the Little Gap lease last month, and the Texas Crude Oil & Mining Company got a dry hole.

NEW WELL REPORTED AT ANSE LA BUTTE, LA.

It is reported that a well has been brought in at Anse la Butte, La., on the property of the Lake Oil Company of which Robert Martin, of St. Martinsville, La., is the head. The well is said to be 1875 feet deep and at first it is said to have flowed at the rate of 500 barrels a day. Afterwards it settled down to 150 barrels, according to the reports received in Beaumont. The Heywood Bros. Oil Corporation has been prospecting at Anse la Butte for three years, and has completed a couple of wells which have supplied fuel for the field. The Lake Company's well is the deepest producer that has been drilled at Anse la Butte. Owing to the fact that the field is situated in quarantined territory Texas oil men have not been able to inspect the new well.

TEXAS AND LOUISIANA WILL PRODUCE MORE THAN 40,000,000 BARRELS OF OIL THIS YEAR.

Records of production in the Southeast Texas districts for the entire twelve months of 1904 compared with the estimates of the first eight months of 1905 indicate that last year's total yield of 21,672,111 barrels has already been exceeded by more than 1,500,000 barrels. With Dayton looming up as the probable source of a large additional supply of oil before the close of the present year, it looks as if the Southeast Texas region will make some new records in the history of the petroleum industry. The five fields which have contributed to the enormous output in 1905—Humble, Batson, Sour Lake, Saratoga and Spindletop—are good for at least 7,000,000 barrels in the remaining four months of the year, and it is within reason to expect that they will produce a million of two more than the amount stated. If Dayton develops into the usual Southeast Texas pool it may swell the aggregate yield by four to six millions. The one flowing well already brought in there from the 740-foot started off at 1400 barrels or better, and this indicates that further drilling will probable result in a large production from this new district. A production in excess of 30,000,000 barrels in Southeast Texas this year is assured. Jennings will add not less than 10,000,000 barrels to this amount. Total output of the Gulf Coast districts in 1905 will be above 40,000,000 barrels, and with a gusher yield from Dayton it will reach the 45,000,000 mark. The production of petroleum in the United States in 1904 amounted to 120,733,421 barrels. Texas and Louisiana will cut a big figure in this year's production.

Following is a brief review of the Southeast Texas and Jennings, La., districts as prepared by the editor of this paper for the special trade edition of the Houston (Texas) Post, issued September 1:

During the period from January 1 to August 31, inclusive, the Southeast Texas districts produced approximately 23,236,718 barrels of oil, and the Jennings field, in Southwest Louisiana, produced 8,171,120 barrels, or a total of 31,407,838 barrels from the gulf coast region. This indicates an average of 2,904,530 barrels a month, or 96,820 barrels a day from the Southeast Texas pools and 1,021,390 barrels a month, or 34,046 barrels a day, from the Jenning district, or a total aggregate yield from all the fields amounting to 3,925,980 barrels a month, or 130,866 barrels a day.

Never before has such an enormous output of petroleum been credited to such a limited area as that comprising the gulf coast fields of Texas and Louisiana. The five districts in Southeast Texas—Humble, Batson, Sour Lake, Saratoga and Spindletop—and the Louisiana field, Jennings, would be lost in a Texas ranch of ordinary size. The producing area of all these pools could be put in 1500 acres, without crowding the wells.

In the month of June production reached its zenith—4,501,320 barrels from the Southeast Texas district and 1,008,000 barrels from the Louisiana field, or a total of 5,509,320 barrels from all the fields. During this month the output rose to 190,000 barrels a day.

The largest month's yield recorded in the Texas fields prior to this year was in March, 1904, when the Batson field was at its best. The figures for that month officially recorded are 3,066,242 barrels, or nearly 1,500,000 barrels less than the top notch mark of June, 1905.

The Humble Pool Brought Top Notch.

The development of a very productive pool in Harris County, Texas, eighteen miles from Houston, at a point about two miles from the town of Humble on the Houton, East and West Texas railroad, running from Houston to Shreveport, La., is responsible for the new record established by the gulf coast districts this year. In the month of June the Humble pool alone produced 3,462,270 barrels. The first gusher was brought in at Humble on January 7, 1905, and since that time the field has produced according to conservative estimates 11,632,161 barrels of oil.

As a result of the development of the Humble pool, more than 250 miles of six-inch pipe has been laid. Four lines one-hein 44 miles in length and the others 52 miles long, connect Humble with the main trunk lines leading from Hardin county to tide water at Port Arthur and Sabine. Three of these connect at Sour Lake and one line, that of the Security Oil Company, connects at Batson. A six-inch line, eighteen miles in length, conveys Humble oil to Houston. These five lines could carry 50,000 barrels a day with ease, if it were necessary to move this amount of oil from the field. The other method of transportation from Humble is by railroad. Half a dozen pipe lines extend from the field to the Houston, East and West Texas railroad at Humble station. Through these lines oil is piped to tank cars and shipped to fuel oil consumers throughout the state of Texts and to points in Louisiana. The pipe line to Houston connects with the International and Great Northern railroad, a part of the Gould system, thus affording facilities in addtion to the Houston, East and West Texas railroad, which is a part of the Southern Pacific system.

More than 400 wells have been drilled at Humble since the field was developed. The average number in operation is 100.

On August 15 there were thirty-four wells drilling at Humble and ten derricks up. In the Southeast Texas pools the wells usually come in as gushers, flowing naturally at the rate of from 1,000 to 25,000 barrels of oil a day. Since the days of Spindletop's glory there has been no field in Texas which has maintained a gusher production over as long a period as the Humble field. The eight month' output of the Humble field is without an equal in the history of Southeast Texas oil pools. Spindletop doubtless could have exceeded it, but there were no facilities for handling and storing the capacity of the Spindletop field, hence the wells were never allowed to flow without interruption. In the year 1902 Spindletop produced 17,420,949 barrels of oil. Humble in eight months has produced 15,000,000 barrels, and although declining now, it is entirely within the limits of conservatism to predict another 4,000,000 barrels from this pool before the close of the year. The wells at Humble have not been so big as those of Spindletop, or Sour Lake, or Batson, but there have been more of them, and as a result, the high average of production has been maintained for a longer period than at either Sour Lake or Batson. Spindletop produced more oil during the second year than in the first, owing to the increase in and extension of facilities for caring for the output. With complete and adquate facilities the production of the famous hill might have been 25,000,000 or even 30,000,000 barrels in 1901, the first year.

Humble Investment Nearly $5,000,000.

The investment at Humble in the past eight months has been in the neighborhood of $5,000,000. Of this sum, wells and equipment have cost fully $3,000,000, pipe lines and tankage and other facilities $[illegible].

Next in importance to the Humble district, in point of production, is the Jennings district in Louisiana. It is the farthest east from the gulf coast pools, being about sixty-five miles east of the Sabine river, which marks the boundary between Louisiana and Texas, and about 170 miles east of Humble, which is the farthest west of the Southeast Texas districts. Jennings is less than 200 miles from New Orleans, the metropolis of the South, and since May has had an outlet for its product through the completion of the Carnes, Bass and Benckenstein pipe line to the Atchafalaya river. The oil is loaded on barges and transported up the Atchafalaya to Plaquemine, where it is piped across a narrow neck of land, two miles wide, to barges on the Mississippi river. Through this system of transportation, Jennings oil is supplied to a wide range of territory along the Mississippi river, from Memphis to New Orleans, and in time will find its way to the Atlantic seaboard.

Heretofore the only outlet for the product of the Louisiana pool has been by pipe lines to the Southern Pacific railroad, six miles from the field, and thence in tank cars to Louisiana and Texas points. More than 1,000,000 barrels of Jennings oil came to Beaumont in the first six months of the present year, in train load lots, and eventually found its way to tide water at Port Arthur and Sabine, through pipe lines. An interstae rate of less than 9.7 (nine and seven-tenths) cents a barrel applies between Jennings and Beaumont, provided the oil is shipped in train load lots. This induces several of the large purchasers of oil at Beaumont to buy Jennings oil and ship it into Texas, as it can be bought and transported for less than the cost of Beaumont oil.

A pipe line is contemplated from the Jennings field to Westlake, a station on the Kansas City Southern railroad. This line, if built, would be about sixty-five miles long, and would place Jennings oil on the Kansas City Southern railroad, thus opening up additional territory for the consumption of the Louisiana product. It would also probably touch the sulphur mines at Sulphur, La., where crude oil is used as fuel to the extent of 2000 barrels a day.

(Contnued on Page 11.)

PRODUCTION OF SOUTHEAST TEXAS OIL FIELDS IN 1905.

	Spindle Top	Sour Lake	Batson Saratoga	Batson	Humble	Total Barrels.
January ..	125,922	553,350	504,680	310,775	215,000	1,709,727
February .	127,800	354,200	254,800	273,000	782,040	1,791,840
March	134,850	316,200	269,700	320,850	1,617,580	2,659,180
April	123,600	301,500	234,000	350,100	1,717,500	2,726,700
May	129,580	310,620	278,070	395,560	2,402,500	3,516,330
June	121,500	297,000	242,550	378,000	3,462,270	4,501,320
July	127,570	253,425	227,850	368,125	2,636,271	3,613,221
*August ..	125,400	235,000	208,000	350,000	1,800,000	2,718,400

Total production of Southeast Texas districts, estimated 23,236,718
Total production of Southeast Texas districts in 1904 21,672,111

Increase shown by first eight months of 1905, as compared with entire twelve months of 1904 1,564,607

*Revised figures on production in August, prepared ater the above estimates were made, make the total output about 50,000 barrels less than the amount named in the table.

PRODUCTION OF THE JENNINGS OIL FIELD IN 1905.

			Barrels
January	1,348,500	May	978,050
February	1,085,000	June	1,008,000
March	1,103,600	July	925,970
April	792,000	August	930,000

Total 8,171,120

Total production of Louisiana districts in 1904, 6,608,774 barrels. Increase shown first eight months of 1905, as compared with entire twelve months of 1904 was 1,562,346 barrels.

PRODUCTION OF ALL GULF COAST DISTRICTS IN 1905.

	Southeast Texas	Jennings	Total Barrels		Southeast Texas	Jennings	Total Barrels
January	1,709,727	1,348,500	3,058,227	May	3,516,330	978,050	4,494,380
February	1,791,840	1,085,000	2,876,840	June	4,501,320	1,008,000	5,509,320
March	2,659,180	1,103,600	3,762,780	July	3,613,221	925,970	4,539,191
April	2,726,700	792,000	3,518,700	August	2,718,400	930,000	3,648,400
Totals					23,236,718	8,171,120	31,047,838

MOVEMENT AND CONSUMPTION OF SOUTHEAST TEXAS OIL IN 1905.

	Barrels
Shipped by vessel from Port Arthur and Sabine (August estimated) ..	4,767,228
Shipped in tank cars from all loading points (August estimated)	5,345,183
Delivered to refineries (estimated)	3,600,000
Consumed on field for fuel	600,000
Total movement and consumption	14,312,411

MOVEMENT AND CONSUMPTION OF JENNINGS OIL IN 1905.

	Barrels
Shipped in tank cars	4,112,679
By pipe line to Atchafalaya river	562,225
Consumed on field for fuel	200,000
Total movement and consumption	4,874,904

TOTAL MOVEMENT AND CONSUMPTION IN TEXAS-LOUISIANA DISTRICTS IN 1905.

	Barrels.
Port and rail shipments, refinery and field consumption	19,187,315

This indicates a surplus production in the eight months amounting to 12,220,523 barrels.

SHIPMENTS OF REFINERY PRODUCTS FROM SOUTHEAST TEXAS REFINERIES IN 1905.

Kerosene, gasoline, lubricating oil, gas oil, asphalt and asphaltum oil and all other products shipped by vessel from Port Arthur and Sabine (August estimated) barrels.....	2,019,395
Shipped by rail (August estimated)	240,000
Total	2,259,395

Texas-Louisiana Petroleum Record and Oil Investors' Journal

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BEAUMONT, TEXAS.

HOLLAND S. REAVIS, Owner and Editor.

OIL INTERESTS WANT AN EARLY RULING ON KENNEDY TAX LAW

[illegible] for a time last [illegible] that the state officials and the oil [illegible] might get together on the Kennedy tax law and agree on a basis of payment which would make it unnecessary to carry the pending injunction suits to a trial. It was stated that the Attorney General would probably modify his original opinion as to the scope of the law and that under the revised interpretation of the act the obnoxious and burdensome features would be so far removed as to make it possible for the companies to comply with the requirements without a contest in the courts. Attorneys for several of the companies journeyed to Austin for a conference with the Attorney General, and it was expected that the matter would be adjusted, but the latest information is that no agreement was reached and that the courts will have to pass upon the questions involved. A hearing can not be obtained before October. If the cases are decided in the district court at Austin in October they will probably be carried to the Court of Appeals, and if they are given the right of way it is possible that a decision may be handed down by December. The oil interests are anxious for an early ruling on the Kennedy law. Its provisions, as interpreted by the Attorney General, constitute a menace to the development of the oil industry and an effectual bar to the further investment of capital in the Texas oil fields.

I. & G. N. RAILROAD GETS AUTHORITY TO ABSORB HUMBLE PIPING CHARGE.

An order was issued by the Texas railroad commission on August 26 authorizing the International & Great Northern railroad to absorb the piping charge on oil piped from Humble through the Texas Company's line to Houston and there loaded on tank cars for shipment to fuel oil consumers.

An account of the hearing on the International & Great Northern Company's application, which took place on August 15 and 16 before the railroad commission at Austin, appeared in the last number of the Oil Investors' Journal. The main question involved was one of increased facilities for the movement of oil from Humble. The only line of railroad touching Humble is the Houston, East & West Texas, a part of the Southern Pacific system. The Texas Company built a six inch line eighteen miles in length to the International & Great Northern tracks at Houston, and to enable it to compete with the Houston, East & West Texas in the shipment of Humble crude to fuel oil consumers the International asked the railroad commission to permit it to absorb the piping charge from Humble to Houston. The Southern Pacific was the only interest which opposed the application.

Following is a copy of the railroad commission's order:

CIRCULAR NO. 2309.

Amending Commodity Tariff No. 27C.
(General Notice, Circular No. 2283.)
(Hearing No. 575, August 15, 1905.)

Austin, Texas, August 26th, 1905.

In pursuance of notice and hearing and in approval of application No. 675 of the International and Great Northern Railroad company, it is hereby ordered that Commodity Tariff No. 27-c, issued by this commission to apply on crude and fuel petroleum, in car loads, transported by railroads between points in Texas and effective March 4, 1904, be amended by adding to Sec. 2 thereof the following item:

4. On crude oil, in car loads, originating at Humble, a station on the Houston, East and West Texas Railway, and handled by pipe lines to Houston and there delivered to the International and Great Northern railroad for shipment to points in Texas, said International and Great Northern Railroad company is hereby authorized to absorb the difference between the pipe line charges to the loading racks at the station of Humble, and that to the loading racks of said railroad company at Houston, to wit: five (5) cents per barrel of 42 gallons, when destined to points to which the rates from Humble and Houston are the same or when the rate from Humble is lower. When the rate from Houston is lower than from Humble, to absorb only so much of said difference of five cents per barrel as will equalize the total charge from the two points.

This order shall take effect September 1, 1905.

L. J. STOREY, Chairman.
O. B. COLQUITT,
Commissioners.

I hereby certify that the above is a true and correct copy of Circular No. 2309, this day adopted by the Railroad Commission of Texas.

Given under my hand and the seal of the Railroad Commission of Texas, at the City of Austin, this the 26th day of August, 1905.

E. R. MCLEAN, Secretary.

STATUS OF THE TEXAS COMPANY AND SOUTHERN PACIFIC CONTROVERSY.

The Texas Company's determination to create facilities for the shipment and handling of fuel oil by rail in addition to those afforded by the Southern Pacific company in Southeast Texas, and especially at Humble and Houston, has stirred up a controversy which has already reached the courts and the state railroad commission.

By the construction of a pipe line from Humble to the International & Great Northern tracks at Houston, the Texas Company succeeded in opening up a new channel for the movement and shipment of Humble oil. In June 175,000 barrels of oil went through the line to Houston and then to fuel oil consumers on the international and connecting lines. Last month the movement through the Humble-Houston line was 124,[illegible]57 barrels. The Southern Pacific Company operates the only line of railroad that passes through Humble, this being the Houston, East & West Texas, extending from Shreveport to Houston. In order to make it possible for the International to compete with the Southern Pacific for fuel oil shipments the railroad commission was requested to allow the former to absorb the five-cent piping charge from Humble to Houston. This permission was granted on August 26. The Southern Pacific opposed it. Shipments over its line from Humble in June amounted to 472,858 barrels, and last month 601,467 barrels.

As considerable of the oil piped from Humble to Houston is consigned to consumers in Houston, the Southern Pacific recently refused to accept tank cars from the International, thus consigned, to be handled on the basis of a switching charge. The Houston & Texas Central, a part of the Southern Pacific system, applied to the District Court at Houston for an injunction to restrain the International from tendering cars to be switched to destinations on the Southern Pacific tracks within Hous-

ton. The hearing on the application took place on August 25, 26 and 28. Judge Kittrell refused to grant the injunction at this time and the case stands for trial on its merits at a latter date. The Southern Pacific takes the position that it is under no legal obligation to accept cars loaded by the Texas Company on the International line at Houston, and raises the point that the Interantional loading rack is outside the city limits. It appears, however, that the railroad commission has made an order establishing the International loading rack as within the switching limits. The railroads, as a rule, do not regulate their switching limits by the city's boundary lines. Cars are handled to and from various points outside the Houston city limits on the basis of a switching charge.

The Texas Company took the matter in controversy before the railroad commission, by filing a complaint, alleging that the refusal of the H. & T. C. to switch cars loaded on the I. & G. N. constituted discrimination, and asking that the damages be computed and ordered paid, and that the proceedings be reduced to writing for any proper future use. Press dispatches indicate that the commission has sustained the complaint to the extent of declaring that the switching duty is compulsory, but the matter of rates seems now to be the issue.

It is certain that both the shipper and consumer will eventually benefit by such a controversy as that which the Texas Company has gotten into with the Southern Pacific.

SOUTHERN PACIFIC WANTS DEMURRAGE RATE RAISED ON TANK CARS.

The Southern Pacific railroad has made application to the railroad commission for an order revising the regulations as to demurrage charges on oil tank cars. It is stated that some fuel oil consumers use the tank cars in lieu of storage facilities, paying the demurrage charge of $1 a day after the free time of 48 hours has elapsed. The Southern Pacific expects to put a stop to the practice by having the free time cut down to 24 hours and the demurrage rate raised to $5 a day. The hearing is set for September 19, before the railroad commission at Austin. Companies owing and operating tank cars have been asked to join in the application, and the prospects are that a determined effort will be made to have the commission authorize the new regulations.

LITTLE LESSONS IN THE ART OF RUNNING AN OIL PAPER.

O Yes, It is Always Easy to Get Accurate Information About New Wells in New Districts.

It is always easy to get reliable information about operations and developments in the Texas-Louisiana oil fields—so easy in fact that it is a shame to take $2 a year from each of our subscribers.

There are several reasons why there are no difficulties in the way of the gatherer of the news in this region. In the first place everybody is willing to tell everything he knows. No one ever has a motive for withholding correct information, and therefore no one ever gives the newspaper man anything but facts.

For instance when there is a strike, such as the one at Dayton, the oil men fall over each other in their efforts to give the newsgatherer accurate details. Sometimes they will even send him long telegrams and pay for them, just because they love him and want to see him started right on the facts.

As an illustration of the ease with which trustworthy data may be obtained, conversations with various interested parties relative to Dayton, are given below.

Do not fail to observe the candid and optimistic tone which characterizes the remarks of the man who has production in other fields. He knows, of course, that the opening up of a new field at Dayton can have no possible effect upon the price in other districts, therefore he is cheerful and happy over the Dayton well.

Also please observe the attitude of the gentleman who has no production in the older fields, but who owns land in the new district. His conservatism is especially noteworthy—and do you think he would try to mislead the newspaper man? Never!

Last, but not least important, is the talk with the pipe line man. He holds back nothing, but discusses every detail with readiness and to the full extent of his information, thus making the life of the news gatherer one continual round of ease and pleasure. Do you wonder that the editor of the Oil Investors' Journal is fat and jolly? After you have read the interviews, which follow, you will know just how easy it is to get reliable information, how invariably the details obtained from different sources always agree, and what a simple matter it is to put them into writing so that you, dear reader, may know what is going on down here in the Texas and Louisiana oil districts:

The Humble Producer.

Interview with the man who has production at Humble and oil in storage:

"Heard about the well at Dayton?"

"Yes. Nothing in it."

"They say it'll make 1500 barrels."

"Don't you believe a word of it. Somebody's been stringing you."

"I saw it myself."

"That doesn't make any difference. The stuff isn't there."

"Understand the oil is 24 gravity."

"Bum dope. Sample I saw was 20."

"Going to drill over there?"

"No. What for? It's no good."

"Three new wells going to start right away."

"Yes. Suckers never get tired of the game."

"Haven't you got some land close in?"

"Yes. But I'll sell it cheap."

"So you don't think there will be any field at Dayton?"

"Don't think anything about it. I know there won't."

The Dayton Land Owner.

Interview with the man who has land at Dayton, and who is not interested in production in other fields:

"What do you hear from Dayton?"

"Big well over there."

"How big?"

"Four or five thousand. Gushed fifty feet over the derrick."

"What kind of oil?"

"Thirty-five gravity. Good as Corsicana."

The Pipe Line Man.

Interview with an employe of one of the pipe line companies:

"How's that Dayton well?"

"Haven't heard."

"They say it's a flowing proposition?"

"Nice day."

"Good gravity, too?"

"Not a cloud in the sky."

"Light oil ought to help some. What do you think?"

"Got a match?"

"Going to lay a pipe line into Dayton?"

"This certainly is a bum cigar."

No information of interest has been received recently from any of the wildcat wells drilling in Southeast Texas.

J. S. McNamara, of the United Oil & Refining Company, has returned to Beaumont, after a trip to Boston and New York.

FICTION IN AN OIL COMPANY PROSPECTUS FROM DENVER.

A prospectus of the Texas Oil & Land Company, a Colorado corporation, promoted by the Rocky Mountain Securities Company of Denver, E. N. Burr president and William L. Wilson, secretary and treasurer, has been sent to the Oil Investors' Journal by a subscriber. One hundred acres of land, somewhere in the neighborhood of Humble, is the basis of the scheme. Here are samples of the misstatements contained in the prospectus: "The Texas Company handles most of the product and it has at work in the (Humble) field nine 500 H. P. engines, which it uses to send the oil through its pipes to the refinery at Port Arthur and to the railroad to be shipped to Galveston for export. There are about 75 tank cars of oil shipped to Galveston each day; each car holding over 800 barrels; the balance of the oil goes through the pipe line to Port Arthur." The Texas Company ships no oil to Port Arthur for export. Humble oil is exported from Port Arthur and Sabine. The man who wrote the prospectus doen't know as much about the Humble field as a hog knows about Sunday. Hearken to this hot wind: "Realizing that here was an opportunity of a lifetime to get in on the ground floor while prices were still low, Mr. Burr purchased 100 acres of choice and well located ground in this locality that we positively know will produce as good wells as are shown in the pictures. We have organized the Texas Oil & Land Company to develop same immediately. We own our property in fee simple, title perfect, absolutely no debts whatever, and within less than thirty days the drill will positively be at work on our property." The pictures referred to are views of the early gushers at Humble. The prospectus was issued in March or April. If the Texas Oil & Land Company has drilled a well in the Humble locality it has been done noiselessly and namelessly. One would think from the blatant tone of the prospectus that the fact would have been pretty well advertised if they had done no more than to build a $75 derrick on the property. This same Rocky Mountain Securities Company has been under the searchlight in Colorado recently on account of some seamy advertising in the promotion of mining deals. If the Texas Oil & Land Company's prospectus is a fair sample of the printed matter distributed by the Rocky Mountain Securities Company to boost up its schemes, investors would do well to keep hands off and stay out. The Humble prospectus is as bad as lots of the old Beaumont sucker-baiting advertisements.

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SHIPMENTS OF OIL FROM PORT ARTHUR

DATE	RIG	NAME OF VESSEL	LOADED BY	CONSIGNEE	DESTINATION	GRADE	Quantity in Barrels
Aug.							
17	S. S.	City of Everett	Texas Co.	Standard	Constable Hk	Crude	26,614
18	Barge	Sabine	Gulf Ref. Co.	Gulf Ref. Co.	Taylors Bayou	Crude	892
18	"	Allegheny	" " "	" " "	Gretna, La.	Refined	2,533
18	S. S.	Ligonier	" " "	" " "	Gibson's Point	Solar	22,365
18	"	"	" " "	" " "	" "	Lubricating	6,316
18	"	"	" " "	" " "	" "	Asphalt Oil	1,997
18	Barge	Conneaut	" " "	" " "	" "	Refined	17,893
18	S. S.	Winifred	" " "	" " "	Bayonne, N. J.	Crude	9,716
18	"	"	" " "	" " "	" "	Solar	9,906
18	"	Northman	" " "	For Orders	New York City	Crude	21,849
18	"	"	Texas Co.	Fuel		Crude	1,607
19	"	E. L. Drake	" "	Standard	Brooklyn, N. Y.	Crude	40,144
18	Barge	Flyton	" "	Texas Co.	New Orleans	Reduced crude	6,198
20	S. S.	Florida	" "	Standard	New York City	Crude	10,647
20	Barge	Providence	" "	"	" " "	Crude	19,969
21	Bark	Angelo	Gulf Ref. Co.	Gulf Ref. Co.	LaRoche Maurice	Refined	5,146
21	Barge	Nearchus	" " "	" " "	New York City	Asphalt	10,718
24	S. S.	J. M. Guffey	" " "	" " "	Bayonne N. J.	Solar	11,326
24	"	"	" " "	" " "	" "	Asphalt	176
24	"	"	" " "	" " "	" "	Asphalt Oil	3,806
24	"	"	" " "	" " "	" "	Crude	4,330
24	Barge	No. 95	" " "	For Orders	New York City	Solar	48,661
29	S. S.	Lansing	" " "	"	" " "	Crude	43,563
29	"	Northwestern	" " "	"	" " "	Crude	21,360
29	"	"	Texas Co.	Fuel		Crude	1,417
29	"	Larimer	Gulf Ref. Co.	Gulf Ref. Co.	Bayonne, N. J.	Solar	14,084
29	"	"	" " "	" " "	" "	Asphalt Oil	2,041
29	"	"	" " "	" " "	" "	Reduced crude	2,060
29	"	"	" " "	" " "	" "	Lubricating	2,624
29	"	"	" " "	" " "	" "	Asphalt	223
29	"	"	" " "	" " "	" "	Crude	8,157
29	"	Cowrie	" " "	For Orders	Portland, Eng.	Reduced crude	40,022
29	"	Allegheny	" " "	Gulf Ref. Co.	Gretna, La.	Refined	3,119
29	Barge	"	" " "	" " "	" "	Lubricating	51

Total (bbls)	421,530
Previous shipments in August	253,063
Total for the month	674,593

SHIPMENTS OF OIL FROM SABINE

DATE	RIG	NAME OF VESSEL	LOADED BY	CONSIGNEE	DESTINATION	GRADE	Quantity in Barrels
Aug							
25	S. S	Roma	Sun P. L. Co.	Sun Co	Marcus Hook	Crude	28,475
26	"	Toledo	"	"	" "	Crude	20,974

Total (bbls)	49,449
Previous shipments in August	159,981
Total for the month	209,430
Total, both ports, for the month	884,023
Total crude shipments in August	465,865
Decrease, compared with August, 1904	374,896
Total shipments other than Crude in August	418,158
Increase compared with August, 1904	232,274

Note--A typographical error in the Journal's table of shipments for August 18th, made the cargo of the SS. Northtown on August 11th 33,766 barrels, whereas it should have been 22,088 barrels. In the same table the cargo of the Barge Flyton on August 8th was given as 6,046 barrels of crude oil. It should have been recorded as 6,046 barrels of reduced crude.

(Continued From Page 7.)

Jennings Productive Since May, 1902.

Jennings has been a productive field since May, 1902, when the first wells were drilled into the 1700-foot sand. Gushers were not uncommon in the field during the next two years, but it was not until July, 1904, that the deep sand was discovered and spouters of extraordinary size developed.

Since August 1, 1904, the Jennings pool has yielded 14,000,000 barrels of oil. Two wells, the Carnes, Bass and Benckenstein No. 1 and the Wilkins company No. 2, have produced more than 3,500,000 barrels, and are still on the active list. The record of these wells in aggregate production—not in daily capacity—is not surpassed even by the great gushers of Spindle Top in 1901, and is not equaled by the wells of any other district in America. The Carnes, Bass and Benckenstein gusher came in on September 8, 1904, and the Wilkins No. 2 on November 20, 1904. At the outset each recorded a daily production exceeding 15,000 barrels. The Wilkins well flowed as much as 21,000 barrels in a day.

Owing to the excess of production over demand at Jennings it has been necessary to store half of the oil produced, and today the great earthern reservoirs in the field contain 7,200,000 barrels of oil. The ground tanks in use at Jennings are similar in construction to those built at Humble to hold the surplus output of that district. Eleven of the reservoirs at Humble, each containing approximately 200,000 barrels of oil, were destroyed by fire on July 23, 24 and 25, involving a loss of $600,000 to $700,000. Lightning struck the only one of the eleven tanks which had been roofed over, and later the fire spread to all other ten tanks, which were open and uncovered. The Jennings tanks are open, and since they were constructed, in the last year, none of them has been struck by lightning. Roofing a tank served to confine the gases, and these appear to attract the lightning.

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Santa Fe

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Beaumont, Texas.

TEXT OF RAILROAD COMPANIES' REPLIES IN NEW ORLEANS RATE CASE.

Following is the letter from Freight Traffic Manager F. B. Bowes of the Illinois Central railroad, to the Interstate Commerce Commission, apprising that body of the reduction of rates on refined petroleum, northbound out of New Orleans, to agree with the southbound rates, as prayed for in the petition of the Gulf Refining Company of Port Arthur, Texas:

"In connection with letter written you by our General Counsel bearing on the complaint of the Gulf Refining Company against the Illinois Central Railroad, et al., I take pleasure in inclosing herewith a Supplement to our tariff providing for the same rates northbound from New Orleans to Ohio River crossings and Chicago on refined petroleum and its products as are in effect south-bound. You will observe that the tariff takes effect on the 15th of August."

	From New Orleans to	Cents per 100 lbs.
Refined	Louisville, Ky.	18
Petroleum	St. Louis, Mo.	18
and	Evansville, Ind.	18
it products.	Cincinnati, O.	22½
Car loads.	Chicago, Ills.	23

It will be observed that the rate to St. Louis and to Evansville, Ind., has been reduced to 18 cents, a fact not mentioned in the first reports of the revision, published last month. The Louisville & Nashville filed the same schedule.

The Queen & Crescent line notified the Commission that its north-bound rates had been reduced prior to the filing of the Gulf Refining Company's complaint. Following is the communication received by the Commission:

"Referring to the complaint of the Gulf Refining Company, our records show that the carry from New Orleans, Cincinnati, northbound, rate of 22 1-2 cents, to Louisville 18 cents, on petroleum oil, the same as the south-bound rates. The rate north-bound was effective October 2, 1901, Supplement No. 56 to our tariff No. 41, B. I. C. C. No. 1,625, and is now carried on Page 2 of Supplement No. 56 to the same tariff.

"In order to make the matter more clear we have issued Supplement No. 57 to I. C. C. No. 1,625, copy enclosed, carrying the same rates, but specifying that same will apply on petroleum, crude or refined, in barrels or tank cars. So far as this line is concerned we understand that the rates will satisfy the complainant. As a matter of fact, complainant had no complaint against this company."

The Heywood Oil Company will pay its regular dividend of $3 a share on September 15. This company has paid at the average rate of $12 a year on its stock since the date of its first dividend in October, 1901.

Shipments of oil in train load lots from Humble to Sabine have been discontinued. Through an arrangement with the steamship line which conveyed the oil from Sabine to New York the rate from Humble to Sabine was made 15 cents.

The Security Oil Company is already taking oil at Dayton. The Texas Company, Sun Pipe Line Company and J. M. Guffey Petroleum Company, will lay connections from their Humble lines, south of the Dayton field, to the new district.

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FUEL OIL DEALERS ORGANIZE THE COMMERCIAL OIL CO.

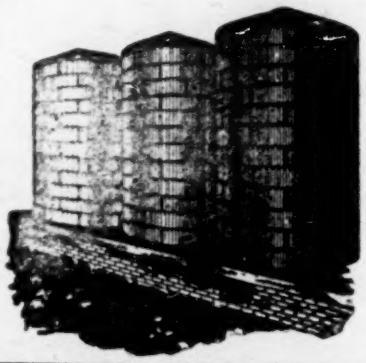
Fuel oil dealers, with headquarters in Houston, have organized the Commercial Oil Company, with an authorized capital of $200,000, and the following directors: R. E. Brooks, James A. Baker, J. H. B. House, D. R. Beatty, C. D. Hill, D. B. Cherry and W. F. Brice. The officers are R. E. Brooks, president; W. F. Brice, vice-president and general manager; J. B. Mayberry, secretary, and J. H. B. House, treasurer. The new corporation has abundant facilities for handling crude oil at Humble, including pipe lines to the Houston, East & West Texas railroad and storage tanks. It will take over the business of the Mutual Storage Company, the J. M. Abbott Oil Company, and the fuel oil trade of House & Beatty. Judge Brooks and Mr. Brice were officers of the Mutual Storage Company. Messrs. Cherry, Hill and Mayberry were in control of the J. M. Abbott Oil Company. The Commercial Company has a suite of four rooms in the Mason building on Main street in Houston, and is equipped to handle contracts for crude oil in any quantity.

Colonel Mundy, of Chanute, who has just returned from a trip to the east in the interests of the gulf pipe line, declares that the project is not yet dead by any means and that the Mellon syndicate will yet come across. Colonel Mundy is correct in his assertion. The pipe line will be built. It is too important an enterprise to fall through for lack of funds. But before eastern capital will touch it, promotors of the West-Mundy-Kirkpatrick type must sidestep. They have been too deeply engaged in the promotion of stock-jobbing schemes in the Kansas fields to inspire any confidence in the east. Real oil producers must take hold of the Kansas end of the deal and then it will go through. —Bartlesville Examiner.

The French bark Angelo took a cargo of refined oil, amounting to 5,146 barrels, at the Gulf Refining Company's dock at Port Arthur on August 21. The Angelo sailed for La Roche Maurice, France.

Captain W. C. Tyrrell, president of the Heywood Oil Company, is expected in Beaumont this week, after a tour of the northwest and a visit to his old home in Iowa.

The Penman Iron Works, Inc.



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TEXAS SHIPS LARGER CARGOES OF OIL THAN ARE LOADED IN THE EAST.

A Philadelphia paper recently published an account of the shipment from that port of 250,000 cases of refined petroleum, each containing 10 gallons; 1,200 boxes of paraffine and 100 barrels of lubricating oil on the British steamer Monarch, consigned to Japan, describing it as the largest cargo of oil ever shiped from the United States.

It may have been the biggest cargo ever shipped from Philadelphia, but Philadelphia is not the whole United States. Cargoes larger than the Monarch's are not uncommon in the record of shipments of Texas oil from Port Arthur. On [illegible] at the British tanker Silverlip of the Shell Transport & Trading Company [illegible] cleared from the Port, bound for [illegible] barrels of [illegible] barrels of lubricating [illegible] the Gulf Refinery at [illegible] Texas. Figuring 42 gallons [illegible] this force amounted [illegible] of oil. The amount taken [illegible] each was 2,500,000 gallons [illegible] of the paraffine. The [illegible] of paraffine, unless they were very large boxes, could not make an appreciable weight to bring the Monarch's cargo into the same class with that of the Silverlip.

Philadelphia is an old town and does things on a large scale, but when it comes to loading big cargoes of oil, she must give way to Texas. The learned editors of the Quaker City, however, will probably continue to remain in satisfied ignorance of the existence of a mammoth oil industry in Texas, and the next time the Monarch comes into port for another cargo she will doubtless be mentioned again as "the ship which took the largest cargo of oil ever shipped from the United States."

Chauncey G. Parker, receiver for the Greater New York Home Oil Company, has instituted proceedings in the court of chancery at Trenton, N. J., to compel the promoters of the concern to pay its obligations. He avers that the promoters issued stock to themselves under a resolution of the company to buy out the Damon Mound Oil Company. The resolution he says, was never legally adopted. By the declaration and payment of unearned dividends he asserts that the public was induced to buy $150,000 of the company's stock at par—$1 a share.

The English tanker, Cowrie, loaded a cargo of 40,022 barrels of reduced crude at the Gulf Refining Company's Port Arthur dock on August 29 and sailed for Portland , England.

Operators in the Jennings field are botttled up by the yellow fever quarantine. J. Edw. Crusel recently escaped from Jennings. He is now in New Orleans.

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A LANDMARK OF BOOM DAYS IN BEAUMONT DISAPPEARS.

From now on the old Southern Pacific passenger depot at Beaumont will exist only in memory. This historic building will always be associated with recollections of the boom scenes of 1901. Standing between the railroad tracks and Crockett Street, in the heart of the business section, it has been a prominent object in the eyes of those who come into the city over the Southern Pacific.

During boom days, the crush in and about the old depot was continuous and at times almost beyond human endurance. Across the street is the Crosby House, which was the center of boom-day operations. The street between the depot and the Crosby House was packed and jammed from morning until night, and many deals involving thousands of dollars were pulled off right here in the mud. Men ran up and down the street, for lack of room on the sidewalks, calling off the tracts of land they offered for sale. Buyers were more easily found in the middle of the street than in the offices.

Several months ago the Southern Pacific completed its new passenger station at Beaumont, located three blocks west of the old depot, and since that time the original structure has been occupied only by Division Freight and Passenger Agent A. R. Atkinson and City Ticket Agent J. E. Munroe. The burning of the Southern Pacific freight depot on Pearl Street across the track from the old passenger depot left an open space, probably one hundred feet wide, extending from Pearl to Orleans Streets. This has been fenced in and sodded, and today is one of the prettiest green spots in the city.

Mr. Atkinson recommended the erection of his new office in the middle of this little park, and the workmen are now excavating preparatory to putting in the walls of the handsome one-story structure that will house the division freight and passenger agent and the city ticket agent. The office will be built along lines suggested and planned by Mr. Atkinson. It will be an ideal location amid green grass and flower beds, with a wide lawn on all sides and granitoid walks leading to Pearl and Orleans Streets.

The demolition of the old depot has now been entirely accomplished and the man who was here during the boom and who comes back five years from the date of that delirious period will find himself in new surroundings, and will look in vain for the old landmark at Pearl and Crockett Streets.

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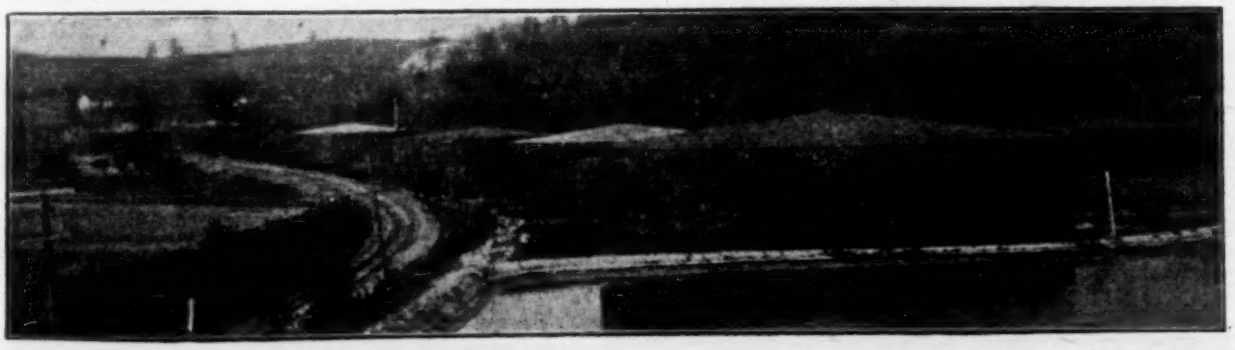

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